





# Today's Advertisements.

**BIJOU THEATRE.**  
RECLAMATION GROUND, WEST POINT.  
TO-NIGHT  
THURSDAY, the 16th February, 1899.  
Beautiful Transformation Scene.  
"THE HOME OF THE SEA-NYMPHS,"  
or  
"A SAILOR'S DREAM."  
—Sabrina fair  
With clouds of amber-dropping hair,  
Listen where thou art sitting,  
Under the glassy cool translucent lake,  
Listen and save."—Milton.  
SATURDAY, the 18th February.  
CHILDREN'S MATINEE  
at 4 P.M.  
ORPHANAGES INVITED FREE.  
at 9 P.M.  
GRAND FASHIONABLE COMMAND NIGHT,  
UNDER THE DISTINGUISHED PATRONAGE  
AND IMMEDIATE PRESENCE OF THEIR  
EXCELLENCIES SIR  
HENRY AND LADY BLAKE,  
AND A PARTY FROM GOVERNMENT HOUSE.  
Hongkong, 16th February, 1899. [118a]

**VICTORIA PRECEPTORY.**  
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, Zealand Street, TO-NIGHT, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 16th February, 1899. [194a]

**VICTORIA CHAPTER.**  
No. 525, E.C.  
AN EMERGENCY CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, on WEDNESDAY, the 22nd instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.  
Hongkong, 16th February, 1899. [231a]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR AMOY AND TAMSUI.  
The Company's Steamship  
"FORMOSA,"  
Captain Milroy, will be despatched for the above Ports, on SATURDAY, the 18th instant, at daylight.  
For Freight or Passage, apply to  
DOUGLAS & LIPKAT & Co.,  
General Managers.  
Hongkong, 16th February, 1899. [221a]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.  
The Company's Steamship  
"CHINGTU,"  
Captain Moore, will be despatched on FRIDAY, the 24th instant, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th February, 1899. [229a]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
The Company's Steamship  
"CHINGTU,"  
Captain Moore, will be despatched on FRIDAY, the 24th instant, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th February, 1899. [181a]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
The Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 16th February, 1899. [192a]

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship  
"DARDANUS,"  
Captain Goodwin, will be despatched as above on FRIDAY, the 24th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th February, 1899. [230a]

# Today's Advertisements.

**LECTURE.**  
MR. GRANVILLE SHARP has kindly consented to deliver an Address, on "CHINA, ANGLO-AMERICA AND CORN," in the ST. ANDREW'S HALL, on MONDAY, the 20th of February, at 5.15 P.M.  
The MEETING will be open to the Public and Ladies are invited.  
Colonel EVATT will take the Chair.  
HENRY E. POLLOCK,  
Hon. Secretary.  
HONGKONG ODD VOLUMES SOCIETY.  
Hongkong, 16th February, 1899. [232a]

**BANK HOLIDAYS.**  
THE Undersigned BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 21st, 22nd and 23rd instants, respectively.  
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,  
T. E. SANSON,  
Acting Manager, Hongkong.  
For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
For the NATIONAL BANK OF CHINA, LIMITED,  
G. W. F. PLAYFAIR,  
Chief Manager.  
For the MERCANTILE BANK OF INDIA, LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.  
For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
J. G. F. AUGUSTIN,  
Manager.  
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,  
CHANTREY INCHBALD,  
Manager.  
For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH,  
Agent.  
For the IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Acting Manager.  
Hongkong, 16th February, 1899. [228a]

**Intimation.**  
We would call the attention of our readers to the announcement of a lecture, to be delivered by Mr. Granville Sharp, on Monday next, appearing in our advertisement columns.  
THE Hon. T. Sercombe Smith, who commenced his duties as Police Magistrate this morning, had before him quite a number of Chinese who were charged with letting off crackers during prohibited hours.  
We learn that one of the three small-pox cases, recently removed from H.M.S. "Undaunted" to the hospital built "Midge," yesterday terminated fatally. The other two cases are progressing favourably. The funeral took place this morning with full Naval honours.  
ACCORDING to a Japanese paper, a contract for the despatch of 50,000 labourers has been concluded between the Morioka Emigration Company and the Peruvian Government. The first batch of 800 will leave Japan about the middle of this month by the N. Y. K. steamer *Gensu-jima*.  
ON Saturday afternoon, as will be seen by reference to our advertising columns, there will be a matinee performance at D'Arcy's Bijou Theatre to which the children of the various orphanages are invited free. It is requested that the heads of those institutions who wish to avail themselves of the invitation will kindly communicate with Mr. D'Arcy in order that adequate arrangements can be made. The performance for Saturday evening will be under the patronage of His Excellency the Governor and Lady Blake.  
SIR Robert Ball, the eminent astronomer, makes the startling prediction that the end of the world will be occasioned by the fall of the oceans into the centre of the earth. He has been delivering a series of lectures, and in one of them he discussed the horrible possibilities of the catastrophe referred to. He said that it was entirely possible that by a gigantic crack in the bottom of the sea the entire volume of the ocean would be precipitated to the centre of the earth. He declared that the eruption that would follow would instantly destroy all life.  
A NEAT capture of a man and a bicycle that did not belong to him was made recently at Lewisham, by a young woman. She had left her house for a while, securely locked and was returning home when she saw two men, one of them wheeling a bicycle, which attracted her attention as she recognized one of its accessories. A closer look proved to her that it was her brother's machine, and his name and address were upon it. So she stepped into the road, and laid hold of the bicycle. The man wheeling it instantly let go, and hurried away, but a passer-by detained him, although his companion escaped. The young woman showed plenty of pluck in tackling the thief in this manner, and she found on returning home that her place had been ransacked. Presumably one moral of the incident is that a thief should not lift a bicycle unless he can ride it.  
"F.A.C." writes in the *Kobe Chronicle*:—"The prediction that there would be friction between the Japanese Customs and importers as soon as the New Treaties came into operation appears to be realised. Some very curious instances of the view taken by the Customs authorities have been brought to the notice of the Editor. In one case the Customs refused to accept a Consular certificate unless the Consul's name was verified! The importer produced his invoice, which clearly emanated from Marseilles, and he also produced a Consular certificate correctly filled up, as was admitted, with Consular stamp and everything complete, but it was rejected by the Customs, which gave as excuse that the name signed under 'Le Consul du Japon' was unknown to them, or at least ought to be verified. 'How can I verify it?' the importer asked, and the Customs authorities thereupon suggested that the invoice should be sent back to Marseilles and there certified by the Chief of Police, or the Mayor of the City. Thus it would appear that greater reliance is placed by the Customs on invoices certified by foreign authorities than by Japanese Consuls themselves! The importer was also told that his case was not exceptional, and that many invoices had been rejected for the same reason. If this be so, it seems about time that instructions were published as to what sort of authentication of a Japanese Consul's signature is required."

**A. S. WATSON & Co., LIMITED.**  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841.  
**PORTS**  
(For Invalids and General Use.)  
B.—VINTAGE, superior quality, Red Capsule ..... \$1.40  
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule ..... 16.20  
D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) 20.40  
Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.  
Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.  
We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.  
A. S. WATSON & Co., Limited,  
THE HONGKONG DISPENSARY.

**THE HONGKONG TELEGRAPH**  
HONGKONG, THURSDAY, FEBRUARY 16, 1899.

**TELEGRAMS.**  
**REUTER'S TELEGRAMS.**  
SEVERE GALES IN GREAT BRITAIN.  
LONDON, February 14th.  
Continual gales in Great Britain have caused wrecks, floods and a tidal wave. The Cunard liner *Pavonia* is a fortnight overdue and was last reported as drifting in a helpless condition. [The *Pavonia* is given in Lloyd's Register as a vessel of 5588 tons, length 430.5 ft., beam 46.4 ft., depth 34.9 ft., 700 h.p.; she was built and owned by Messrs. J. and G. Thompson of Glasgow in 1882.—Ed., H.K.T.]  
BLIZZARDS AND COLD IN THE UNITED STATES.  
A blizzard has occurred in the United States and the cold is unprecedented. The weekly steamers from Europe have not arrived.  
GREAT BRITAIN IN CHINA.  
Mr. St. John Brodick has promised the issue of a voluminous Blue Book shortly on the China question.  
Mr. Goschen states that the question of the defence of Wei-hai-wei is far advanced and that proposals concerning it will be submitted to Parliament.

(By Telegraph.)  
Special to the "Hongkong Telegraph."  
**THE SITUATION IN THE PHILIPPINES.**  
MANILA, February 16th, 3.35 p.m.  
**AN IMPENDING RISING.**  
A widespread report states that a Filipino rising in Manila is imminent. The plans of the authorities are, however, so perfect that it is expected any disturbance that may arise can be quelled in a few minutes.  
**A PHILIPINO DEPOT CAPTURED.**  
Yesterday a Filipino depot situated in the town was raided and captured. Arms, ammunition, money and a large number of uniforms were found.  
Received at 3.55 p.m.  
Published at 5.30 p.m.

**WEATHER REPORT.**  
The Observatory report says:—"On the 16th at 11.45 a.m. The depression is moving to the N.E. in Japan, and the barometer has risen considerably on the E. coast of China. Pressure is high over N. China and gradients are moderate with strong monsoon on the coast, slight with increasing monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. winds; cloudy, misty."

**LOCAL AND GENERAL.**  
An amusing story is being told in Edinburgh, says a home paper. At a recent auction sale of old furniture a chair, bearing on the back the carved words "Dumtarr Castle," was put up. Experts expected it might fetch about £25. The bidding began at £5, and soon reached £30, when only two bidders remained in the competition, which, to the amazement of every one present, advanced by £5 bids to £100, and then jumped in steps of £10 to £200. Finally, one of the bidders retired, and the chair was knocked down to his successful rival at the price of £200. The secret of this strange sale is quite simple. Sir Donald Currie had seen the name on the back of the chair, and had commissioned in Edinburgh broker to buy it. Next day, forgetting what he had done, he instructed a Glasgow broker to bid for the chair, and these two were the rival bidders; with the result that Sir Donald is now the possessor of what is probably the most costly old oak chair in the world.  
THE recent order in Council increasing the numbers of flag officers and officers in the Royal Navy, makes no change in the number of Admirals of the Fleet, the rank corresponding to Field Marshal in the Army; there are to be three Admirals of the Fleet under normal conditions, but at present the name of the Duke of Saxe-Coburg-Gotha is specially retained on the list, and Sir Frederick Richards has been made supernumerary. The grades of Admiral and Vice-Admiral are each augmented by two, becoming 12 and 22 respectively. There are to be eight additional Rear Admirals, that is, 43 instead of 35, and no less than 65 extra Captains. The Commanders are to be increased by 85, and instead of 884 Lieutenants, including the supplementary officers of that rank specially entered from the mercantile marine, there will be 1500. These additions will be made gradually, but they will put an end for a long time to any stagnation of promotion in the Navy. Altogether there are 778 extra officers in the ranks named.  
THE extreme precautions of a French Ministry's tenure of office is illustrated by a book on the New Ministry and the New Chamber, recently published in Paris. Of the forty Ministries which have come into existence since 1870, none has survived more than 20 months, while their average duration has been from five to eight months, according to the season at which they assumed the reins of power. The longest lived were those constituted in February and March because if they outlived July the recess added three months to their term of office. The February Ministries have thus an average duration of 17 months and 7 days, and a March administration of 14 months and 14 days, while those formed in November give the lowest average, of but two months and 27 days. December is, on the other hand, the most fatal month for Cabinets, as seven have fallen during its course. Very few Premiers live out a year of office, and M. Dupuy started at an unfavourable season for official longevity he can scarcely hope to do so.

**MISSIONS TO SEAMEN.**  
"STAR" COFFEE HOUSE.  
The new premises in connection with the above, situated at the corner of Pottinger Street and Queen's Road, were opened on Monday, when a very enjoyable evening was spent by those who gathered together. The proceedings took the form of a tea to which a good number of seamen sat down, followed by a public meeting.  
The Bishop of the Diocese, who is a warm friend of the Mission presided, at the Meeting, and in a telling speech set forth the objects for which the "Star" exists—to minister to the bodily comfort and also to the spiritual needs of seafaring men.  
Addresses, interspersed with vocal and instrumental music, were delivered by the Rev. A. H. C. M.S., the Rev. F. Flynn, M.S., and the Chaplain. The arrangements for the tea were carried out and the programme provided by a Committee of Ladies to whom the Mission is greatly indebted not only for this but for many other kind offices. It is hoped that the "Star," which last year had more than 18,000 attendances of seamen, will in these new and more convenient premises become increasingly popular and useful.

**REBELLION IN TURKEY.**  
A great battle has been fought in the Yemen division of Arabia, according to a dispatch from Constantinople of Jan. 13th. The Turkish troops stormed and captured the insurgent position at Shan-el November-jeth. About 4,000 insurgents and 2,900 Turks were killed or wounded.  
After the battle a further Turkish advance was ordered, Abdullah Pasha, commanding the Turkish troops, was directed to capture Sasech, the headquarters of an important insurgent leader, 150 miles north-west of Sana. All the commanding positions in that vicinity are occupied by rebels, and as the Turkish troops are deserting, the operations are likely to be prolonged and difficult. The trouble in Yemen is an old one, and the rebellion against Turkish rule has spread throughout Hadramah and other districts.

**SANITARY BOARD.**  
This afternoon a meeting of the Hongkong Sanitary Board was held. The President (Dr. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, and Dr. Clark (Medical Officer of Health and Acting Secretary).  
THE PLAGUE AT CALCUTTA.  
At the meeting of the Sanitary Board this afternoon a telegram dated February 13th was read which said: "Another case of plague has occurred in Calcutta."  
THE PLAGUE AT FORMOSA.  
Dr. Clark presented a report as to the outbreak of bubonic plague at Tainan. Formosa showing that from January 20th to February 14th there were 55 cases and 36 deaths.  
The President—There is no direct communication between Tainan and Hongkong?  
Dr. Clark—No.  
On the motion of the President seconded by the Hon. R. D. Ormsby, it was decided to request the Government to enquire how many cases of plague had occurred at Tainanfooo.

**MORTALITY RETURNS.**  
The mortality returns for the colony of Hongkong for the week ended February 4th shows death rate of 14.6 against 17.0 the previous week and 21.4 for the corresponding week last year. The rate for the following week was 16.6 against 23.0 for the corresponding week last year.  
The return for Macao for the week ended January 29th shows 42 deaths.  
This was all this business.

**AN UNSUCCESSFUL LAUNCH.**  
The Kawasaki Shipbuilding Yard, says the *Kobe Chronicle* of 6th inst., which has been constructing a steamer to the order of the Osaka Shosen Kaisha for the navigation of the Yangtze, issued invitations for the launching of the vessel at 1 p.m. on Saturday. In spite of the inclement weather a large number of people gathered on the stages erected round the gaily-decked vessel to witness the ceremony, and though they were doomed to disappointment, for the vessel refused to move, yet they fully testified to the importance of the occasion by their presence. Among the company assembled were the President of the Kawasaki Shipbuilding Co., Mr. Matsugata Kojima, the Vice-President, Mr. Kawasaki; Mr. Takeda (Secretary of Hyogo Ken), Mr. J. C. Hall, H.B.M.S. Consul, the Captain and officers of the *Marco Polo*, the Harbour Master, the Vice-Mayor, several officers of the Kencho, the President of the City Assembly, the Chinese Consul, and Vice-Consul, the Managers and directors of the Osaka Shosen Kaisha, and a fair number of foreigners. The band of the *Marco Polo* was in attendance, and also a private band from Osaka.

Punctually at 1 o'clock the supports were struck away and the vessel was started on its career. But the *Daigen-maru*, far so is the boat named—did not prove obedient to the mandate of its constructors. It moved—very slowly—for two or three feet, but in spite of the bottle of champagne which Miss Nakahashi, the daughter of the President of the Osaka Shosen Kaisha, gracefully broke over its stern, and in spite of the strains of the Japanese National Anthem played by the *Marco Polo* band, the vessel again stopped, and resolutely refused to take the final plunge into its proper element. While the coolies were straining at the ropes, and all the little boys on the platforms were petitioning to be allowed to go down and shove, the visitors had ample time to judge the principal dimensions of the Kawasaki Dockyard's latest offspring. Briefly set forth they are as follows:—Length 230 ft.; breadth, 40 ft.; depth, to main deck 10 ft., to hurricane deck 24 ft. 6 in.; mean draught, 6 ft.; displacement, 1,263 tons; gross tonnage about 1,000 tons. The *Daigen-maru* is fitted with triple-expansion compound engines, her indicated horsepower is 1,000, and her estimated speed 11 knots an hour.  
All efforts to move the defaulting vessel proving in vain, the visitors were invited to watch their way to one of the Company's workshops, which had been dressed with flags and banners for the occasion, and there to partake of a cold collation and drink the health of the *Daigen-maru*. A large number of visitors responded to the invitation, and at the conclusion ofiffin Mr. Matsugata thanked the company for their presence and apologised for the unsuccessful launch. Banzai were given for the Emperor of Japan, whose health was proposed by the Captain of the *Marco Polo*, and for the Sovereigns and Presidents of other nations, and a move was again made to the vicinity of the vessel, which was reported as now ready for launching.

All efforts to launch the vessel, however, proved unavailing. About 4 o'clock the *Myagawa-maru* arrived and further endeavours were made to tow the obstinate river boat off the slips, but in spite of the assistance of over 100 coolies the *Daigen-maru* did not move an inch, and the attempt was given up for the day. Up to the time of writing the vessel has not been launched and it is possible she will not be got off for two or three days.  
In the course of the operations on Saturday, two coolies were injured through the breaking of a rope, and it is feared that the injuries will prove fatal in one case.

**NEW GUNS FOR THE U. S. GOVERNMENT.**  
A remarkable cast-steel gun, designed by Dr. Gatling for the United States Government, was recently tested at Sandy Hook. It withstood the unprecedented powder pressure of 37,000 lbs. to the square inch. Officials from the Army Department and prominent artillery officers who were present are enthusiastic over the results. Some of them are quoted as declaring that it will revolutionise the present methods of gun-making. Moreover, its cost is not more than half that of the built-up gun cast in the ordinary mould. The new gun was subjected to 2,000 deg. of heat while water was projected into the bore. The secret of its power, is stated to lie in the manufacture of the alloy used. Another piece, tried on the same occasion, is a dynamite field gun, totally different from the naval weapon used on the *Peruvis* during the war. In one or other of its forms, it is said to render all life impossible within a radius of 50 or 100 yards from the point of explosion. The shell makes huge holes in the ground, and, in fact, not only kills its victims, but digs their graves. Many American artillerymen believe that the solution of the problem of extermination will be found in hurling dynamite in such masses that it will not depend for its destructive effect on any great nicety of aim. It need only fall there or thereabouts, to do its deadly work. Dynamite by the ton is talked of for the destruction of the heaviest fortifications. However, all life has yet to be done.

**TRAINING NOTES.**  
This morning the course was enveloped in a heavy fog, and it was nearly seven o'clock before galloping could commence, the ball being opened by *Grasshopper*. Mr. Masters' up—who went a mile in 36.1, 35.0, 32.2. After a considerable interval, the fog clearing down again, *Montebello* and *Pinnapple* galloped one and a quarter miles, their last three quarters being 34.1, 30.8 and 1.43. Mr. Hopeful's *Tyne* was then sent over the two mile course, which he covered in 38.1, 1.5, 2.25, 3.00, 3.35, 4.00 and 4.40, moving in splendid style the whole distance, and finishing strong. Mr. G. H. Port's *Tosin*, looking in perfect condition and ridden by Mr. Cox, went for a mile and a half, his various quarters being 35.1, 1.09, 1.43, 2.18, 2.50 and 3.27.  
Mr. John Peel's *Yellow Dwarf*, Mr. Masters' up, accompanied by *Centipede*, did a fast mile in 35.1, 1.0, 1.43 and 2.16, the *Dwarf* romping in by himself, without being pushed. He is a marvellous little pony, and tackles his work as if he thoroughly enjoyed it. Mr. Buxey's *Tube Rose* galloped the three-quarter mile in 33.1, 1.07, 1.40. Mr. Hopeful's *Amur* covered the mile and a quarter in 35.1, 1.08, 1.41, 2.16 and 2.50, *Rockwood* chipping in at the mile post and having slightly the best of *Amur* at the winning post.  
Mr. Buxey's *White Rose* and *Briar Rose* raced together for a mile and a half, in 34.1, 1.08, 1.43, 2.16, 2.49 and 3.24. *Briar Rose* winning by half a length. *Stansford* did a quarter in 30.1, although some clocks made it as much as two seconds quicker. Mr. Glen-day's *Aberdeen* was only sent half a mile this morning which he covered in 33 and 1.02. He will be sent the full distance to-morrow morning, when I hope to be able to gauge his real merits, as his running up to the present, has been very in and out. *Jim Crack* and *Amurel* galloped a mile in 33.1, 1.08, 1.43 and 2.17. Mr. Hopeful's *Obi* was sent the full Derby distance, with *Orwell* joining him at the mile and a quarter post. The various quarters were 38.1, 1.10, 1.42, 2.16, 2.53 and 3.26. The times for each separate quarter being 38.1, 31.3, 32.3, 33.3, 37 and 33. A strong wind was blowing down the course, which may account for the slow time taken in covering the fifth, or Black Rock quarter. *Ward* was also sent for a mile and a half. I did not catch his full time, but his last two quarters were 33.1, 1.03. Mr. Buxey's *Black Rose* (late *Forest Indian*) and *Ten Rose* galloped one and a half miles in 38.1, 1.0, 1.43, 2.17, 2.55 and 3.28. Mr. Kelly's *Sirius*. Mr. Cunningham up—started at the mile-and-a-quarter post but did not commence galloping until he had reached the three-quarter-mile post. The times for the full distance were 42.1, 1.20, 1.58, 2.34 and 3.05 and taking each quarter separately were 42.1, 39.3, 38.36 and 31. Mr. John Peel's *Derby Griffin* *Sawyer*. Mr. Masters' up—accompanied by *Quensberry*, galloped one mile in 34.1, 1.08, 1.44 and 2.17. *Tourist* and *Wood Rose* went the "Valley Stakes" distance in 34.1, 1.10 and 1.42.

**EARLY BIRD.**  
February 16th, 1899.

**FOOTBALL.**  
On the Happy Valley ground yesterday, the teams from the British torpedo boat destroyers *Whiting* and *Fame* and the surveying vessel *Waterloo* must have been surprised to see the large number of spectators which gathered round the touch-lines to witness their game of Association football, but the lookers-on could not have been well satisfied at the exhibition given of the good old winter sport. Both teams have a lot to learn in the art of passing and combination. The blue-jackets worked very hard all through the game, but hard work is of no avail, unless it be used in combination with judicious passing. The players on both sides laboured up and down the field with great determination, but nearly all lacked a good knowledge of what was required, and the game ended with the majority beaded with perspiration, and with an unsatisfactory result of their labour—no score. No doubt was the pick of either side, although Tomkinson is really a better man, if he would only use his speed and help those that try hard to win, but he waits for opportunities, instead of making them. This is not the case when he is playing Rugby—under those rules, he is always a brilliant player.  
The game played to-day (the result of which we could not wait for) between D. Company of the Fusiliers and the Royal Engineers, in the Shield competition, should have been an interesting match in favour of the latter. The 25th Company of the Royal Artillery and the V.L.C. met on Saturday in the Shield and the Artillery is thought to have no difficulty in winning the game. Another Shield match takes place on Monday, the drawn-teams being the 38th Company of the Artillery and H.M.S. *Centurion*. If the Artillery play their usual game they ought to pull off the tie. On the same day the Hongkong Club will engage the Royal Welsh Fusiliers' regimental team. The regiment, we believe, can put a good eleven upon the field, who ought to make the Club members play for all they are worth; but according to the form of the latter lately, we expect them to win.

**A NEW POLITICAL PARTY IN JAPAN.**  
Of the various projects for organizing a new political party that have been recently mooted, one seems to be now ripe for realization. In the draft of the manifesto, the object of the projected party is professed to consist in remedying the evils that result from the selfish and futile quarrels of the clanish elements in the Government and the existing political parties. The proposed programme is as follows:—  
1. Loyalty to the Throne in conformity to the Constitution.  
2. Protecting and enlarging the personal liberty in accordance with the provisions of the Constitution.  
3. Confirming the system of local autonomy with a view to perfecting the political liberty.  
4. Adapting the system of education to the peculiar form of the State.  
5. Taking steps gradually to bring about the State ownership of the means of communication and transportation.  
6. Protecting the security of the labouring classes and taking measures for giving relief to paupers.  
7. Encouraging agriculture, commerce and industry.  
8. Placing the State finances on a secure basis by maintaining the equilibrium between the Government expenditures and the resources of the people.  
9. Extending the armaments in consideration of the needs for the maintenance of the balance of power and within the limits of the financial capacity of the nation.  
10. Aiming at the preservation of peace and promoting the rights and interests reciprocally with other countries.  
11. Assisting the development and improvement of old religions, but not preventing the introduction of foreign religious doctrines.  
Though some of the above items are self-evident and general propositions that have come to be considered as indispensable in a political programme, this platform is of considerable interest. It is for the first time that the protection of the labouring classes and the relief of paupers is openly set up as an object of political endeavour.—*Kohjin Shinbun*.



## THE TREATMENT OF ALLEGED CRIMINALS IN JAPAN.

Writing to the *Kokum Shinbun* on the above subject the Rev. Dr. D. C. Greene says:—

Referring to your comments upon Lord Beresford's suggestion regarding the treatment of alleged criminals, will you allow me space for a few words? Just what may have been in Lord Beresford's mind at the time, it may be difficult to say; but there is, I think, no reason to assume any lack of accurate information regarding the Code of Criminal Procedure. Whatever the authors of that Code may have contemplated, there is no doubt that a fair and reasonable law does authorize the *yashin hanji* at his discretion to confine the prisoner for an indefinite period without the privilege of counsel and without the moral support of his friends. It is also clear that such deprivation of counsel during the arrest and the *koban*, or public trial, is a by no means uncommon feature of the practice of the courts. It is also clear, I think, that it is exceedingly difficult in secure hall prior to the conclusion of the *yashin*, and that the *yashin* is often continued through many weeks and even months. This certainly is the impression which a wide observation has made upon some of the most competent and candid minds, and it would seem to justify the guarded phrases of his Lordship.

Looked at from the foreign point of view, the cause of dissatisfaction is not so much the fear of harsh treatment after conviction, nor is it to be found in defects imputed to the regular prison discipline; for we have the best of testimony as to the high ideal which the prison authorities are exhibiting. After a careful examination of both the modern prison at Sugamo and the old-fashioned prison at Ichigaya, the high commendation attributed to Lord Beresford does not seem to me too strong. Barring the cold in winter, I am not at all sure that the Ichigaya prison would be on the whole preferable to the other.

It is rather the thought of what at least English-speaking residents of Japan must regard as the unnecessary confinement of simply suspected persons, including of course a considerable number of entirely innocent men and women, which arouses anxiety. It is not a morbid sentiment, but the conviction that the system involves on the part of such innocent persons a very serious, as well as needless, loss of time and money, and in some cases at least actual want and misery on the part of their families, not to speak of the suffering from the loss of liberty which to certain sensitive minds is hardly less terrible than death. Neither do the opponents of the present system mean to charge the judges with any lack of conscientiousness in the exercise of their discretion. The radical difficulty lies in the fact that the system emphasizes so strongly the duty of the judge as the protector of society that, however generous-hearted he may be, he is almost certain to forget that he should be not less the protector of the accused who stands before him, and to forget also that even society may be quite as deeply injured by injustice to an innocent man as by the escape of a really guilty one—indeed, a mistake in the direction of undue leniency is much the less serious of the two.

After considerable inquiry, I am forced to the conviction that the suffering and loss resulting from the prolonged confinement which too often precedes the public trial, is very greatly underestimated by Japanese publicists, while they exaggerate the hindrance to justice created by the efforts of the suspected person to conceal the evidence of his guilt. It is known that sometimes even actual confession of guilt is made by innocent persons as a means of escape from the distress which the methods adopted to induce them to incriminate themselves involve. The London *Spectator* last year cited the case of a woman arrested in France for the alleged murder of her new-born child. She confessed the charge, but under pressure confessed the crime in detail and was duly sentenced. Within two months, however, conclusive proof was found that not only had she not killed the child, but there had been no child to kill!

I have in mind a physician in Japan, a most respectable man, who was confined awaiting trial from December till the last of July without the privilege of bail, when, as I was informed on unquestionable authority, the penalty for the alleged crime could not have exceeded seventy days imprisonment. He was acquitted at the public trial. In another case, a man, who also was afterwards acquitted, was begged by his friends, to confess the crime charged, because forsooth he would thus the sooner regain his liberty. It may be contended that such cases are exceptional, but they occur often enough, in my judgment, to condemn the system, and to lead any who will carefully study the question to urge its speedy abandonment.

However, it is obviously impossible to revolutionize the method of criminal procedure at short notice, and this leads to the question, what should be the first step in form? My own conviction is that the key to the situation is to be found in opening the preliminary examination to the counsel for the defendant. If the large discretion conferred upon the judge must be exercised, it is too much to ask that he shall at least be made to feel the weight of public sentiment as represented by a lawyer pledged to maintain the personal rights of the prisoner? Even should the rest of the system remain substantially the same, I firmly believe the preliminary stages of the criminal procedure could be greatly hastened; that release on bail would be granted far earlier and more frequently; and that the attention of the condition of the accused would be so fully recognized that the judges themselves would rejoice in the change.

Moreover, I believe that with the recognition of this benefit, there would come, even from men now strong in their conservatism, a demand for other safeguards which would erode long place the judicial system of Japan abreast of that of the freest nations in the world, as regards its careful reverence for the personal rights of her citizens.

Is it too much to hope that at the present session of the Diet, at least so much relief as I have advocated may be afforded to the large number of persons held to await trial? No step could be taken which would awaken warmer sympathy on the part of the great English-speaking nations whose interests run so nearly parallel to those of Japan.

Commenting on the above letter the *Kokum Shinbun* says:—The views of Rev. Dr. D. C. Greene on the treatment of alleged criminals, that appeared in the last issue of the *Kokum Shinbun*, will, we hope, receive the careful consideration of the public and the authorities. As regards our comment upon Lord Charles Beresford's discussion of the subject, which was the occasion for eliciting the communication of Dr. Greene, a word of explanation is necessary. From the language used by Lord Beresford, guarded as it certainly was, it would appear that the advantage of counsel and the right of seeing his friends were altogether denied to the criminal defendant. It was to this exception, that we ventured to take exception. But, as Dr. Greene points out, it is clear that the liberty of criminal defendants in more strictly restricted in this country than in Western countries, especially Great Britain and America. There is certainly much to be desired in the way of improving the

system of criminal procedure. We shall not fail to profit by the criticisms and suggestions made by well wishers for Japan, like Lord Beresford and Dr. Greene.

## COOLIE OUTRAGE AT KOBE.

After six or seven months of immunity from coolie outrages, says the *Kobe Chronicle* of 8th Inst., we regret to have to report a most cowardly and unprovoked attack upon two foreign ladies which occurred yesterday. About half-past two in the afternoon, Mrs. Jones and Miss Ida Smithers were proceeding down the hill on what is generally called the Sanamaya Road, when a cart laden with mud apparently for use in house-building was met at the corner of Shimoyama-dori, near Messrs. Siegfried & Co.'s offices. Without suspecting anything the two ladies were passing on, when just as they got abreast of the cart one of the coolies took up a handful of the mud and deliberately and with great force flung it in Miss Smithers' face, part of the mud spluttering over the cape worn by Mrs. Jones. Fortunately Miss Smithers was wearing her veil down, or she might have received serious injury to the eyes. As it was she was blinded for a few minutes. After recovering from the shock the two ladies looked round for assistance, but unfortunately it was just at the time when few foreigners are to be seen, most of them having returned to their offices after tiffin, and as there is no police patrol in Kobe there was no chance of seeing a policeman. However, the ladies proceeded in the direction of the police-box at Ikuta, and on seeing this the coolies took up their cart and ran. Complaint has been made at the Central Police Station, and there should be no difficulty in discovering the actual offender, as the mud must have been intended for some place on the hill where building operations are going on. It might perhaps be well if the Governor were to re-issue the warnings to coolies and take other measures such as those of last year, which certainly for the time being succeeded in preventing these cowardly attacks on ladies.

## THE PANAMA CANAL.

The New Panama Canal Company has just held its annual general meeting in Paris, and the report laid before the shareholders states that during the year 1898 about 2,900,000 cubic metres of soil and rock were excavated—i.e., 1,770,000 cu. m. in the Empressdrill section, and 1,130,000 cu. m. in the Culbre section. In the first-named section, which is 6 kilometres in length, the depth decided upon for the provisional bed of the Canal was reached, with the exception of a stretch of about 600 metres. About 4 metres only remained to be excavated in the Culbre section. The Technical Commission entrusted with the task of investigating the position of the undertaking has drawn up three different schemes for completing the canal. In the first scheme a canal with five locks at each extremity is recommended, each lock to have a maximum rise of 9 metres, the highest level of the canal being 29 metres. The second plan provides for a canal with four locks on either side, each of which should also have a maximum rise of 9 metres, the highest level in this case being 20 metres. The third proposal is for a canal the bed of which at its highest point should be not more than 10 metres above sea level, and having only two locks with a 10 metres rise on the Atlantic side and three on the Pacific side.

In each case the River Chagres is to be utilised for keeping the canal supplied with water—which in flood times it may be trusted to do. The Technical Commission recommended the adoption of the second plan, and this has found favour with the directors, who have, in accordance with the statutes, submitted it to the International Commission for approval. As soon as this approval has been obtained, an extraordinary general meeting of the shareholders will be called at which proposals will be made for raising the necessary funds for carrying on the work. The directors express their belief that the United States will not fail to be convinced of the superiority of the Panama Canal over the Nicaragua scheme, and that the Government of Columbia will make no difficulty in prolonging the concession for another six years. The Panama Railway (between Colon and Panama) made net profits in 1897 to the amount of \$322,523, being \$2,377 more than in the previous year, and in the navigation branch of the business there was a drop of more than 70 per cent. in the receipts and an increase of \$86,470 in the expenses, so that the surplus only amounted to \$27,350, or \$138,188 less than in the year 1896. From the two branches of the business combined the Company realised only \$406,553 in 1897, i.e., \$135,811 less than in the previous year—fairly.

## THE TOKYO WATER-WORKS.

When the first trial of the Tokyo Water-works was made an interesting coincidence occurred. The representatives of the Municipality and the chief officials in charge of the Works were enjoying the spectacle of a handsome fountain delivering its volume of water in duly ordered fashion at a certain position, while the citizens in another quarter of the capital were fighting against an inundation which threatened to swamp their dwellings. The water, en route for the place of trial, had found a weak spot in the main and had thus extemporized an unexpected fountain on its own account. This experience was repeated on the 25th ultimo. The water having been turned on, the Shibuya main burst the pipes in Okachimachi and in Takecho, and wrought considerable havoc. It is believed that some of the defective pipes fraudulently supplied to the Municipality two years ago, are still doing duty in the works, and that the system will be liable to catastrophes at any time. It will be a bad business for the reputation of the engineers in charge, and, indeed, their method of carrying on the work, supposing them to have anything like a free hand, deserves to be roundly censured. But we do not see that they can justly be blamed for accidents due to bad pipes delivered to them under a system of fraud against which no ordinary precaution could have guaranteed them. It would have been safer, doubtless, to take up and discard all the pipes furnished by the dishonest company, but the Municipality has probably hesitated to incur such an outlay. It is impossible not to reflect now how enormously the citizens of Tokyo would have gained had they divested themselves of romantic and utterly impractical ideas, and obtained their pipes from foreign markets. The first water-works made in this country, those of Yokohama, under the direction of a foreign engineer and by means of foreign material, were finished expeditiously without hitch of any kind, and have been rendering good service for a number of years. The same engineer planned works for Tokyo 13 years ago, and a Japanese company offered to construct them within 6 years, asking only for a Government guarantee of 6 per cent., and promising to hand over the works *gratuito* to the Municipality after 30 years. The Municipality is paying 6 per cent. on a much larger sum than that involved in the original plan; will have to pay back the borrowed principal too, and seems likely to have to wait a considerable time longer before the city has its supply of water—Japan Mail.

## THE OPERATIONS OF THE MINT IN 1898.

The Deputy-Master of the Mint reports that during the past year there were issued new gold coins to the value of £3,780,446, while the withdrawals of old gold coin under the provisions of the Coinage Act, 1891, amounted to £2,050,691. Of the new issues, £4,346,200 consisted of sovereigns and £1,434,246 of half-sovereigns. The issue of sovereigns was exceptionally large, because that had been practically suspended in 1897, when only £41,000 of these coins, held over from 1896, were put into circulation; of half-sovereigns the amount issued was about the same as the average of immediately preceding years. Up to the end of 1897 there had been withdrawn, under the Act of 1891, old gold coins to the value of £3,012,121, and new coins had been issued to the value of £3,250,121. And adding to these totals the issues and withdrawals in 1898, we find that the operations under the Act up to the end of last year had resulted in the withdrawal from circulation of £3,706,812 of old light gold coins, and the issue of £4,503,570 of new gold pieces, the excess of new issues over withdrawals being thus £806,758. Of silver coin, the issues for 1898 amounted to £1,312,366 as compared with £98,001 in the previous year. The increase of £1,214,365, however, was entirely in the issues of £130,395, there being, in fact, a small decrease of about £6,000 in the amount issued within the Kingdom. Both England and Ireland took a considerably smaller quantity of silver coin than in the previous year, but the takings of Scotland amounted to £214,300 as compared with £99,000 in 1897. The number of coins of all kinds struck at the Mint in each of the past two years was:

	1897.	1898.
Gold...	7,229,764	3,568,156
Silver...	21,389,545	19,329,679
Brass...	26,992,069	34,022,735
Colonial:		
Silver...	38,154,064	32,085,283
Brass...	80,782	4,100,000
Nickel...		288,000
Totals...	98,057,351	93,593,853

—*Economist*.

## PACIFIC ISLANDS TO BE SOLD.

A dispatch from Madrid dated January 15th states that the Spanish Government, on the re-assembling of the Cortes, will immediately ask for authority to sell the Mariana (Ladrones), Caroline and the Pelew Islands, since Spain is powerless to maintain a sufficient force to defend them. The Government arrived at this decision in consequence of advice from General Rios, that an army of 4,000 men, a man-of-war and two gun-boats would be necessary for the purpose.

On January 15th the *Vossische Zeitung*, referring to the voyage next summer of the German cruiser *Albatros* in the Pacific, says it will be connected with the intention of the Government to acquire the Caroline Islands. The Berlin correspondent of the *Times* of January 16th quotes from the *Cologne Gazette* to the effect that "rumours as to the annexation of Vavau, one of the Friendly (Tonga) Islands, by Germany are an invention of those who desire to stir up ill-feeling between Germany and the United States."

## NOTANDA.

## CALENDAR.

FEBRUARY.		
Meteorological means based on ten years' observations to 1897.		
Barometer.....	30.141	
Thermometer.....	57.3	
Humidity.....	79.9	
Rainfall.....	1.76	
TO-DAY.		
WEATHER REPORT.		
Barometer.....	30.02	29.95
Thermometer.....	62	61
Humidity.....	84	74
Rainfall.....		

Thursday, 16th February, 1899.

Chinese—7th of 1st moon of 25th year of Kwang-su.

Sun—Rises..... 6hr. 20min.

Sets..... 5hr. 40min.

High water—Morning..... 7hr. 0min.

Afternoon..... 5hr. 50min.

Low water—Morning..... 6hr. 10min.

Afternoon..... 7hr. 40min.

ANNIVERSARIES.

1855—The Insurgents evacuated Shanghai.

1863—First public parade of the Hongkong Volunteer Corps and presentation of colours.

1876—The 80th Regiment left Hongkong.

1884—Hongkong Legislative Council reorganised.

1885—The s.s. *Castell* lost on Flat Island, Lyeemum Pass.

1887—The Alice Memorial Hospital, Hongkong, opened.

1893—The Swedish barque *Doris* wrecked near the Natuna Island.

1896—The Nova Scotian barque *Lynwood* wrecked on Pratas Reef.

TO-MORROW.

Friday, 17th February, 1899.

Chinese—8th of 1st moon of 25th year of Kwang-su.

Sun—Rises..... 6hr. 19min.

Sets..... 5hr. 40min.

Moon—First Quarter 5hr. 40min. p.m.

High water—Morning..... 7hr. 10min.

Afternoon..... 5hr. 50min.

Low water—Morning..... 6hr. 30min.

Afternoon..... 7hr. 40min.

ANNIVERSARIES.

1564—Michael Angelo died.

1843—Defeat of the Scinde Chiefs at Meeanee by Sir Charles Napier.

1848—New Colours presented to the 93th Regiment at Hongkong.

1861—Duchess of Albany born.

1865—Charleston and Wilmington occupied by the Federals.

1880—Attempted assassination of the Czar.

1897—Capture of Benin.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Airline*) to-morrow.

English (*Parramatta*) 18th Inst.

Indian (*Cheladya*) 21st Inst.

Canadian (*Empress of Japan*) 21st Inst.

American (*Nippon Maru*) 22nd Inst.

Australian (*Onit Maru*) 28th Inst.

American (*City of Rio de Janeiro*) 2nd prox.

American (*Coptic*) 11th prox.

THE Nippon Yusen Kaisha's steamer *Kasuga Maru* (Australian Line) left Kobe via Moji for this port on the 14th, and is expected to arrive here on the 21st instant.

THE Nippon Yusen Kaisha's steamer *Kasuga Maru* (Bomby Line) left Shimonsu for this port on the 14th, and is expected to arrive here on the 19th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. Kaiser...	at Kowloon Dock.
<i>Athenian</i> .....	" "
<i>Isle de Cuba</i> .....	" "
<i>Isle de Luxon</i> .....	" "
<i>Monmouthshire</i> .....	" "
<i>Beechdale</i> .....	" "
<i>Finch</i> .....	" "
<i>H.I.G.M.S. P.W. Helm</i> .....	" "
<i>Tyoon</i> .....	" "
<i>Talton</i> .....	" "
<i>Clara</i> .....	" "
<i>Taichow</i> .....	" "
<i>D. Juan d'Austria</i> .....	Cosmopolitan
<i>Cilina</i> .....	" "
<i>Pho Nang</i> .....	" "
<i>Australian</i> .....	" "
<i>Pho Chua</i> .....	Aberdeen
<i>Shantung</i> .....	" "

SWATOW.

Arrivals: from Agents.

Feb. 14 <i>Taichow</i> .....	Amoy..... J. M. & Co.
14 <i>Wenchow</i> .....	Chefoo..... B. & S.
14 <i>Taiwan</i> .....	Hongkong..... B. & S.
14 <i>Taiwan</i> .....	Amoy..... J. M. & Co.
14 <i>Taiwan</i> .....	Hongkong..... J. M. & Co.

Departures for Agents.

Feb. 14 <i>Taichow</i> .....	Hongkong..... J. M. & Co.
14 <i>Kolien</i> .....	Hongkong..... B. & S.
14 <i>Hailong</i> .....	Hongkong..... J. M. & Co.
14 <i>Taiwan</i> .....	Amoy..... J. M. & Co.
14 <i>Taiwan</i> .....	Shanghai..... B. & S.

IN PORT—Kiangpuk, Wenchow.

PASSED THE CANAL.

Outward—Jan. 17th *Rehlarig*; Jan. 20th *Caladon*, *Konigsberg*; Jan. 27th *Canton*, *Trald*; Jan. 31st *Oceanic*; Feb. 3rd *Chingwa*, *Indra*, *Yell*, *Prometheus*, *Anapa*; Feb. 7th *Harper*; Feb. 10th *Glofarg*, *Nürnberg*.

Homeward—Feb. 10th *Bamberg*.

CONSUMPTION, VASTING DISEASES, AND GENERAL DEBILITY. Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

## Intimations.

## INSURANCE HOLIDAYS.

## HONGKONG RACES.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, at 11.45 A.M. on TUESDAY, WEDNESDAY and THURSDAY, the 21st, 22nd and 23rd instants, respectively.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LD., General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

W. J. SAUNDERS, Acting Secretary.

UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL, Agent.

NORTH-CHINA INSURANCE CO., LD.

W. H. RAY, Secretary.

CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & Co., Agents.

YANTZSE INSURANCE ASSOCIATION, LIMITED.

GEO. L. TOMLIN, Acting Secretary.

CHINA FIRE INSURANCE CO., LD.

W. H. T. DAVIS, Local Manager.

THE STRAITS INSURANCE CO., LD.

Hongkong, 14th February, 1899. [218a]

THE GREEN ISLAND CEMENT CO., LIMITED.

IN accordance with this Company's Articles of Association, Interest at the Rate of 12 PER CENT PER ANNUM is being charged on all unpaid CALLS.

SHEWAN, TOMES & Co., General Manager.

Hongkong, 20th January, 1899. [101a]

THE BEST VALUE IN THE COLONY FOR GROCERIES AND PROVISIONS.

THE MUTUAL STORES.

26, 28 & 30, POTTINGER STREET.

Hongkong, 28th December, 1898.

## Entertainment.

## THEATRE ROYAL.

## CITY HALL.

At the Special Request and under the Patronage of THE HONGKONG JOCKEY CLUB, THE HONGKONG AMATEUR DRAMATIC CLUB will give Two Extra Performances of the Fantomine 'THE YELLOW DWARF' ON SATURDAY, 18th February, 1899, at 8.30 P.M. and SATURDAY, 25th February, 1899, at 8.30 P.M. Dress Circle..... 8s Stalls..... 2s Pit..... 1s Half-price to Soldiers, Sailors and Police in Uniform to the Pit. The Ticket Office will be Opened at 10 A.M. on WEDNESDAY, 15th February, and will continue Open each Day from 10 A.M. to 4 P.M. Late Trains to the Peak. H. C. NICOLLE, Acting Manager. Hongkong, 11th February, 1899. [206a]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

HAILOONG.

Captain Robson, will be despatched for the above Port, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 16th February, 1899. [227a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KAIFONG."

Captain Clegg, will be despatched as above TO-MORROW, the 17th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th February, 1899. [220a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"INDRANI."

Captain Trotter, will be despatched as above on SATURDAY, the 18th instant, at Noon.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 11th February, 1899. [25a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"KOH-NUR."

Captain H. Elliot, will be despatched for the above Ports, on SATURDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th February, 1899. [215a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU.....	{SHANGHAI, CHEMULPO and NAGASAKI}	To-morrow, 17th Feb., at 4 P.M.
KAGOSHIMA MARU.....	{SINGAPORE, COLOMBO and BOMBAY}	Tuesday, 21st February, at Noon.
KASUGA MARU.....	{THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE}	Friday, 24th February, at 4 P.M.
HITACHI MARU.....	{MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID}	Thursday, 2nd March, at 4 P.M.
OMI MARU.....	{NAGASAKI, KOBE and YOKOHAMA}	Friday, 3rd March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 15th February, 1899.

## STANDARD OIL COMPANY OF NEW YORK.

## THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, &amp; SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

## MINERAL WAX.

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## Dr. KNORR'S ANTIPYRINE

## Dr. OVERLACH'S MIGRAININE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water. Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS. NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

THE LEADING CATERERS. COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAY'S FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th April, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGING. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street, 3.

Hongkong, 15th February, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 30th March, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

## THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

## Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENSIN,

NEWCHWANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines.

Ohmura Coal Mines.

Canada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagatani Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896.

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## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERICA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA.....	HAVRE, HAMBURG/BREMEN.	About 10th } Freight.
Osternmann.....	(LONDON with transhipment to HAMBURG)	March } Freight and
SILESIA.....	HAVRE, HAMBURG/BREMEN.	About 15th } Freight and
Behrens.....	(LONDON with transhipment to HAMBURG)	March } Passage.
SUEVIA.....	HAVRE, HAMBURG/BREMEN.	About 22nd } Freight.
Foerck.....	(LONDON with transhipment to HAMBURG)	March } Freight.
WITTENBERG.....	HAVRE, HAMBURG/BREMEN.	About 30th } Freight.
Madsen.....	(LONDON with transhipment to HAMBURG)	March } Freight.
NURNBERG.....	HAVRE, HAMBURG/BREMEN.	About 8th } Freight.
V. Blazer.....	(LONDON with transhipment to HAMBURG)	April }

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to:

CARLOWITZ &amp; Co., Agents.

Hongkong, 11th February, 1899.

## U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

China (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) To-morrow, 17th Feb., at Noon.

Ettrickdale (via Moji, Kobe & Yokohama) Tuesday, 21st Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th April, at Noon.

## THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, TO-MORROW, the 17th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Shantung.....[Feb. 20]

Belgian King.....[Mar. 25]

Carlisle City.....[April 25]

## THE Steamship

"SHANTUNG," will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on MONDAY, the 20th instant, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to:

ABUTTERFIELD &amp; SWIRE.

Agents.

Hongkong, China and Japan.

Hongkong, 16th February, 1899.

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## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 26th Feb., at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 15th April, at Noon.

## THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 26th February, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADED, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen.....[Wednesday] 1st March.

Bayern.....[Wednesday] 29th March.

Prinz Heinrich.....[Wednesday] 16th April.

Preussen.....[Wednesday] 24th May.

## ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Sumner, with MAILS, PASSENGERS, SPECIE, &amp; CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on Monday, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 7 lbs. 6 oz. in weight.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Unen can be washed on board.

For further Particulars, apply to:

MELCHERS &amp; CO.

Agents.

Hongkong, 1st February, 1899.

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